

NOTES:

1. SLOTS SHALL BE WASHED, BLOWN OUT AND THOROUGHLY DRIED BEFORE INSTALLING LOOP CONDUCTORS.
2. THE ADDITIONAL LENGTH OF EACH CONDUCTOR FOR EACH LOOP SHALL BE TWISTED TOGETHER INTO A PAIR (AT LEAST TWO TURNS PER FOOT) BEFORE BEING PLACED IN THE SLOT AND CONDUIT TO TERMINATION PULL BOX.
3. LOOPS SHALL BE CENTERED IN LANES.
4. ON NEW SIGNAL CONSTRUCTION, OR AS REQUIRED BY THE CITY ENGINEER, DETECTION SHALL CONSIST OF A COMBINATION OF VIDEO AND LOOP DETECTION. THE LOOPS SHALL CONSIST OF TWO (2) PRESENCE LOOPS LOCATED AT THE STOP BAR FOR EACH LANE OF TRAVEL AND SHALL OPERATE CONCURRENT WITH THE VIDEO DETECTION.
5. WHERE LOOPS ARE TO BE OVERLAID WITH ASPHALT, THE LOOP SEALANT SHALL BE SAKRETE, OR APPROVED EQUAL, AND COMPACTED.
6. DISTANCE BETWEEN SIDE OF LOOP AND A LEAD-IN SAW CUT FROM ADJACENT DETECTORS SHALL BE TWO FEET MINIMUM. DISTANCE BETWEEN LEAD-IN SAW CUTS SHALL BE SIX INCHES MINIMUM. DISTANCE BETWEEN LEAD-IN SAW CUTS SHALL BE TWELVE INCHES FROM ANY CURB, GUTTER PAN LIP OR PAVEMENT EDGE.
7. ADJACENT LOOPS ON THE SAME SENSOR UNIT CHANNEL SHALL BE WOUND IN OPPOSITE DIRECTIONS.
8. ALL WIRES SHALL BE IDENTIFIED IN PULL BOXES, WITH LOOP WIRES AS FOLLOWS: RED TAPE INDICATES LEFT TURN LANE LOOPS WITH ONE BAND IDENTIFYING LOOP ONE, TWO BANDS LOOP TWO, ETC. BLUE TAPE INDICATES THROUGH LANE LOOPS AND WHITE TAPE INDICATES RIGHT TURN LANES. IF THERE ARE TWO LEFT TURN LANES, YELLOW TAPE INDICATES THE LANE CLOSEST TO THE CENTER LANE OF THE STREET.
9. ALL INDUCTIVE LOOPS ON A GIVEN CHANNEL SHALL BE CONNECTED IN SERIES. NO MORE THAN ONE LEAD IN CABLE SHALL BE CONNECTED TO A CABINET CHANNEL TERMINATION. NO MORE THAN SIX INDIVIDUAL LOOPS ARE TO BE CONNECTED TO ONE CHANNEL.
10. LOOP LEAD IN CABLES GREATER THAN 500 FEET IN LENGTH SHALL BE INSTALLED WITH FOUR (4) TURNS INSTEAD OF THREE (3).
11. LOOPS CUT INTO THE STREET SURFACE SHALL BE SEALED WITH "CRAFCO" LOOP SEALANT, OR AN APPROVED EQUAL.
12. LISTED BELOW ARE THE MINIMUM DISTANCES FOR ADVANCE LOOP DETECTOR PLACEMENT AS A FUNCTION OF POSTED SPEED LIMITS, MEASURED FROM THE STOP BAR TO THE REAR OF THE LOOP.

SPEED LIMIT (MPH)	DISTANCE (FEET)
25	150
30	200
35	255
40	285
45	330
50	355
55	390

NO.	REVISION	DATE	STANDARD DETAILS FOR PUBLIC WORKS CONSTRUCTION	SECTION	RENO
1	NOTE 4.	05/05	NOTES—LOOP DETECTOR LAYOUT AND DETAILS	DRAWING NO.	R-406B (325)
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